

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

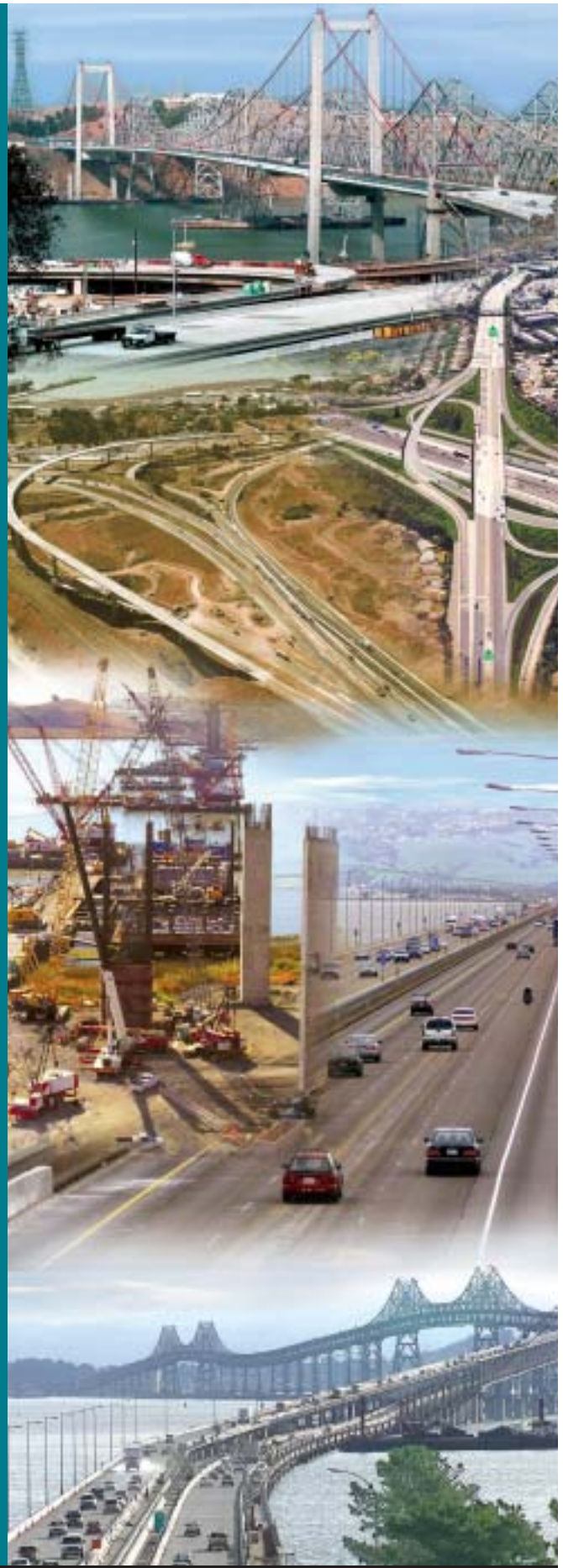
NOVEMBER 2004 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released December 2004



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Prepared for
Metropolitan Transportation
Commission

Bay Area Toll Authority

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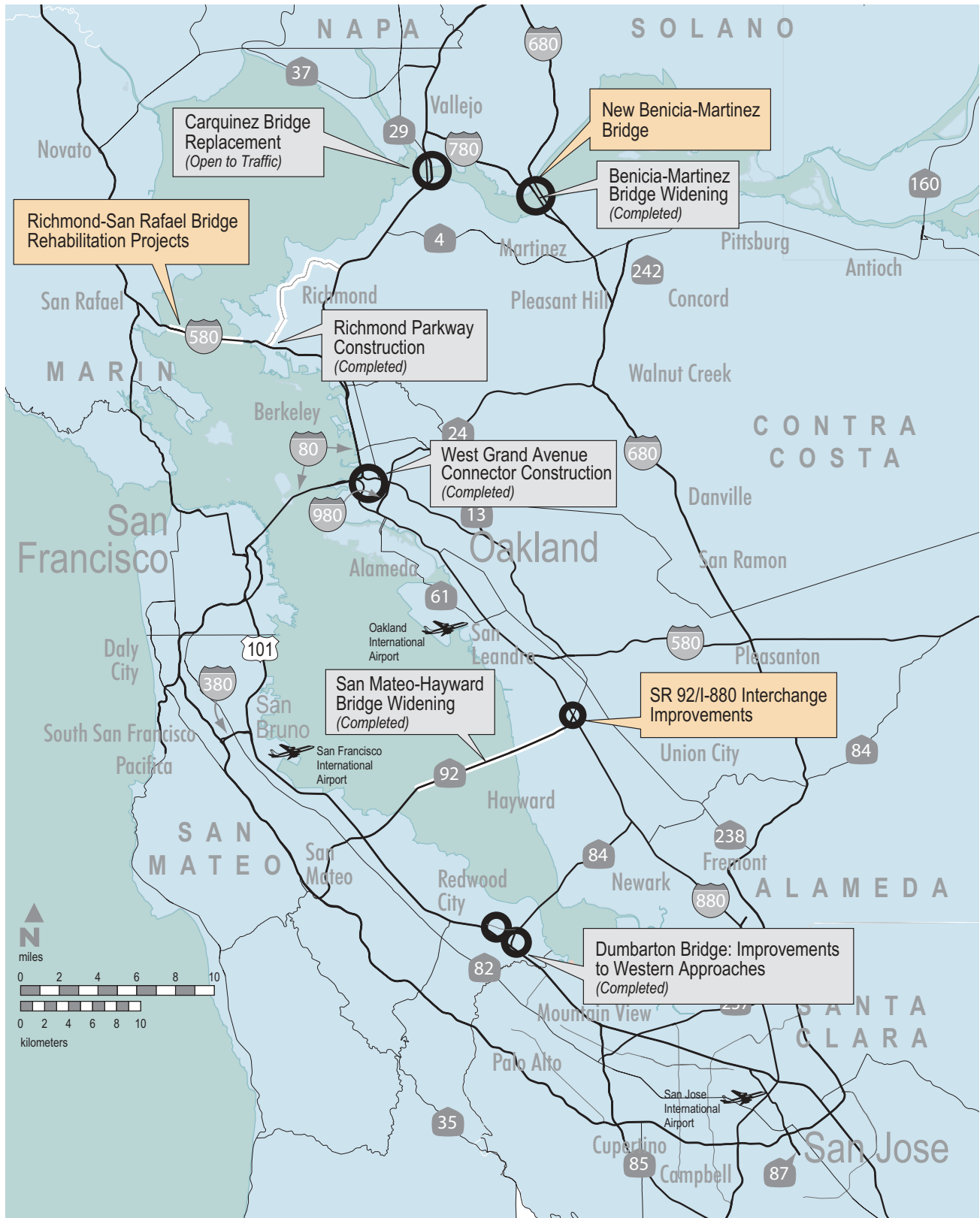
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge (open to traffic)
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; completed)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes (completed)
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening (completed).

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.




PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		







- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, the final foundation rock socket was completed on November 2, 2004. In the strait, footing, column and pier table construction are in progress. The pier 10 footing is being precast at Mare Island. The footing, column and pier table are complete at pier 9; the footing and column are complete at pier 8; and footings are complete at piers 13 and 16. On the south shore, the superstructure is complete from the south abutment to pier 4 and falsework is being removed. Pier 5 footing, column and pier table are complete and equipment is being erected for construction of the cantilevered superstructure. The first segment concrete pour is scheduled on December 16.
 - The use of project contingency for future cost increases related to superstructure construction and support is still possible. Bechtel and BATA will continue to monitor and review cost issues.
 - On the I-680/I-780 interchange contract, the southbound I-680 to westbound I-780 roadway, the eastbound I-780 to northbound I-680 flyover, and the temporary northbound I-680 roadway from the Toll Plaza have been opened to traffic. On westbound I-780 from the new bridge, column concrete is complete for bents 18 and 19 on the Benicia shoreline. On northbound I-680 from the new bridge, column construction on the Benicia shoreline and superstructure falsework/formwork construction are in progress.
 - On the toll plaza contract, all four sections of the plaza grade slab have been poured. Concrete barriers are complete for west tollbooths 1 through 17. Concrete has been placed for east tollbooths 13 through 17. The toll plaza stairways to the tollbooths and the main water supply line for the Operations Building are being installed.
 - On the I-680/Marina Vista interchange contract, superstructure stem and soffit concrete is complete from bent 4 to bent 6. The final pour occurred on November 8, 2004. Forms are being installed for this last section of deck on the overcrossing. The first of two lifts of lightweight concrete fill for the new mainline roadway is complete northward to abutment 1.
-
- On the replacement bridge contract, the bridge and pedestrian/bike path have been opened to traffic and are fully operational. Caltrans has accepted the contract. The final pay estimate is forecast for December 2004 after settlement of all claims.
 - On the south approach and interchange contract, the I-80 Crockett Viaduct, the on-ramp from Crockett to westbound I-80, the westbound off-ramp from the new bridge into Crockett, and the eastbound off-ramp from I-80 into Crockett have been opened to traffic and are fully operational. Construction is complete for this contract.
 - Bid documents for demolition of the 1927 Bridge and rehabilitation of the approach deck to the 1958 Bridge have been completed. The contract was advertised on November 29, 2004. Based on a preliminary review by Bechtel, the cost forecast for the contract is higher than the original estimate.
-
- On the trestle and fender rehabilitation contract, all piling, pile caps and pre-cast deck sections are installed, and exterior barrier rail installation is complete on the replacement westbound trestle. On the replacement eastbound trestle, demolition and exterior pile installation are complete to bent 36 of 37. Thirty-two of 37 precast pile caps are placed and twenty of 36 precast deck sections have been installed.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

- On the bridge-widening contract, both the new westbound and the reconstructed eastbound trestles have been opened to traffic and are fully operational. Caltrans has accepted, and is in the process of closing, the contract.

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) by FHWA was completed in July 2004.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E has been achieved. One hundred percent PS&E is forecast for January 2005.
- Right-of-way acquisition (ROW) has started.
- Construction is forecast to begin in the summer of 2006.
- The status code for the project cost is "yellow," based on forecasted cost increases for escalation and support. As the engineering design progresses, Bechtel will further review the cost estimates. The status code for the project schedule is "red," based on the currently forecasted 14-month delay to the completion date caused by the delay of the environmental approval. BATA and Bechtel will review the forecasted schedule for options to expedite completion of the project.

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COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Nov 2004)	Current Forecast (Nov 2004)	Expended To Date (7/98 - 10/04)
Northern Bridge Group				
New Benicia-Martinez Bridge	586.0	1,057.8	1,057.8	659.7
Carquinez Bridge Replacement	433.2	486.3	528.2	450.7
Richmond-San Rafael Bridge Rehabilitation				
➤ West Trestle and Fender Rehabilitation	45.4	94.1	94.1	61.9
➤ Deck Rehabilitation	53.4	25.0	25.0	0.5
Richmond Parkway (Non-Caltrans) ¹	5.9	5.9	5.9	3.9
SUBTOTAL - NBG	1,123.9	1,669.1	1,711.1	1,176.6
Southern Bridge Group				
San Mateo-Hayward Bridge Widening				
➤ Widening	203.6	217.5	211.5	208.4
➤ West Approach Replacement Planting	0.4	0.4	0.4	0.0
I-880/SR-92 Interchange Improvement	124.2	133.8	149.3	23.5
Dumbarton Bridge West Approach Projects				
➤ US-101/University Avenue Interchange Reconstruction (Non-Caltrans)	3.8	3.8	3.8	3.7
➤ Bayfront Expressway (SR-84) Widening	33.8	36.0	36.0	32.8
SUBTOTAL - SBG	365.7	391.4	400.9	268.4
GRAND TOTAL	1,489.6	2,060.5	2,112.0	1,444.9

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Oct 2004)	New Facility Open to Traffic Forecast (Nov 2004)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 06	Dec 06
Carquinez Bridge Replacement	Jan 03	Nov 03	Nov 03
Richmond-San Rafael Bridge Rehabilitation			
➤ West Trestle and Fender Rehabilitation ¹	Dec 04	Feb 05	May 05
➤ Deck Rehabilitation ¹	Sep 06	Jul 07	Dec 08
Richmond Parkway (<i>Non-Caltrans</i>)	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
➤ Widening	Dec 02	Nov 02	Nov 02
➤ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Aug 10
Dumbarton Bridge West Approach Projects			
➤ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
➤ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Jul 03	Jul 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

Project Photos



New Bridge – Piers 8 and 9



Toll Plaza



New Bridge – South End

Current Activities:

- On the new bridge contract, superstructure deck concrete is in place and post-tensioned from the south abutment to pier 4. Falsework removal is complete from the south abutment to pier 3 and formwork for the electrical substation is underway. At pier 5, the traveler that will be used for superstructure construction is being erected. Column construction is in progress at pier 13. At pier 8, pier table construction is underway; the bottom deck was poured on November 23, 2004. At piers 6 & 17, cast-in-place footing construction is in progress. At pier 16, the footing was lowered onto the piles on November 16, 2004. The pier 7 precast footing is complete and awaiting remediation of one pile before installation. At pier 15, the last of 99 rock sockets on this contract was completed on November 2, 2004.
- On the I-680/I-780 interchange contract, both the eastbound I-780 to northbound I-680 flyover and temporary northbound I-680 roadway were opened to traffic on October 15, 2004. On northbound I-680, column construction on the Benicia shoreline for bent 18 is complete and the first column lift for bent 19 is underway. The access road to bent 20 is complete and temporary piles are being installed for the falsework. Superstructure falsework/formwork is under construction from abutment 23 southward. On westbound I-780, mass excavation is complete on the old I-680 north from the Toll Plaza, abutment 1 footing has been poured, abutment 4 is ready to pour and superstructure falsework is under construction from abutment 22 eastward. SWPPP preparations are complete for the rainy season.
- On the toll plaza contract, the plaza grade slab is complete. Concrete placement is complete for east tollbooths 13 through 17 and formwork is underway for tollbooths 9 through 12. All concrete dividers for the west tollbooths 1 to 17 are complete. Erection of the structural steel canopy trusses is on hold pending approved shoring drawings from the contractor. The main water supply line is being installed between Mococo Road and the east side of the Operations Building. The HVAC concrete duct encasement between the toll plaza and the courtyard was poured on November 23, 2004.
- On the I-680/Marina Vista interchange contract, stem and soffit concrete is complete between bents 4 and 6; deck formwork is being installed. Foundation pile installation for retaining wall 1, between the northbound Marina Vista Exit and the south abutment, and backfill for retaining wall 4, adjacent the Toll Plaza, are underway.
- The Mitigation Site project is underway. Soil testing is complete and mass excavation is underway between the railroad and Industrial Way.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Nov 2004)	Current Forecast (Nov 2004)	Variance	Expended to Date (7/98 - 10/04)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.6	
New Bridge	247.3	644.9	644.9	0.0	405.8	A
Toll Plaza and Administration Building	22.8	24.3	24.3	0.0	15.8	
I-680/Marina Vista Interchange	43.2	51.5	51.5	0.0	39.7	
I-680/I-780 Interchange	80.8	54.7	57.0	2.3	43.9	B
Other Budgeted Capital	28.1	30.5	30.5	0.0	2.2	
Capital Outlay Support	78.2	155.6	155.6	0.0	112.7	A
Capital ROW	21.1	20.4	20.4	0.0	11.9	
Non-BATA Funding	0.0	31.0	31.0	0.0	21.3	
Project (BATA) Contingency	58.4	37.8	35.6	-2.3		B
Project Total (a)	586.0	1,057.8	1,057.8	0.0	659.7	A

(a) Totals may be rounded

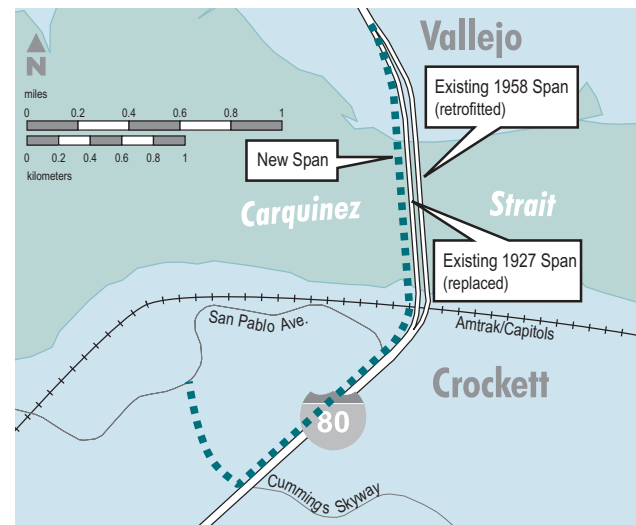
SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Nov 2004)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Apr 07	Jul 07	+3	
Toll Plaza and Administration Building	Feb 03	Jun 05	Jun 05	0	
Toll Plaza Planting		Jul 05	Nov 05	+4	
I-680/Marina Vista Interchange	Dec 03	Nov 05	Nov 05	0	
I-680/I-780 Interchange	Dec 03	Jun 05	Sep 05	+3	
I-680/I-780 I/C Electrical Completion		May 05	Sep 05	+4	
South Approach	Mar 01	Oct 01	Oct 01	0	Complete
Modify Existing Bridge	Jul 05	Jul 08	July 08	0	
Project					
New Facility Open to Traffic	Jan 04	Dec 06	Dec 06	0	

NOTES	ACTION
A. BATA approved a \$405 million budget adjustment in May 2004 for prior reported construction difficulties associated with foundation piles and associated rock sockets, as well as for superstructure design adjustments and additional support.	The use of project contingency may be required for future cost increases related to superstructure construction and support. BATA will continue to review the issues.
B. Caltrans has reported potential change orders due to foundations and differing site conditions.	BATA and Bechtel are reviewing the potential cost increase.

CARQUINEZ BRIDGE REPLACEMENT

The Carquinez Bridge has carried Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. The 1958 bridge has been strengthened under Caltrans' seismic retrofit program; the 1927 bridge was identified as being seismically deficient and is being replaced under the RM 1 program. The Carquinez Bridge replacement project is a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of the replacement bridge and approaches. The project incorporates the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A bicycle/pedestrian lane on the new bridge



Project Photos



Carquinez Bridges



South Approach and Interchange

Current Activities:

- On the replacement bridge and north approach contract, the bridge opened to traffic on November 11, 2003. The pedestrian and bicycle path opened on May 15, 2004. Caltrans accepted the contract on October 15, 2004. The final pay estimate is forecast for December 2004 after settlement of all claims.
- On the south approach and interchange contract, the on-ramp to westbound I-80 opened on December 9, 2003. Kendall and Rio Del Vista streets re-opened in early January 2004. The westbound off-ramp opened on April 22, 2004. The eastbound off-ramp opened on May 24, 2004. Physical contract work was completed on August 6, 2004. Final contract closeout for all work, after plant establishment for landscaping, will occur in September 2006.
- Bid documents have been completed for demolition of the 1927 Bridge and rehabilitation of the approach deck to the 1958 Bridge. The contract was advertised on November 29, 2004.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Nov 2004)	Current Forecast (Nov 2004)	Variance	Expended to Date (7/98 - 10/04)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	251.7	251.7	0.0	250.6	A
South Approach and Interchange	116.0	73.9	73.9	0.0	67.0	A
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.9	
1927 Bridge Demolition	16.0	16.0	49.7	33.7	0.0	B
Other Budgeted Capital	10.6	10.8	9.8	-1.0	6.4	
Capital Outlay Support	43.7	114.2	121.1	6.9	109.0	A
Capital ROW	9.6	9.6	10.5	0.9	9.8	
Project (BATA) Contingency	16.5	1.9	3.5	1.6		
Project Total (a)	433.2	486.3	528.2	42.0	450.7	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Nov 2004)	Variance	Notes
Construction Contract Completion					
Replacement Bridge and North Approach	Dec 03	Oct 04	Oct 04	0	Complete
South Approach and Interchange (Phase 1)	Feb 03	Nov 03	Nov 03	0	Complete
South Approach and Interchange (Phase 2)		Aug 04	Aug 04	0	Complete
Maintenance Facility	Mar 02	Sep 02	Sep 02	0	Complete
1927 Bridge Demolition	Mar 06	Mar 07	Mar 07	0	
Project					
New Facility Open to Traffic	Jan 03	Nov 03	Nov 03	0	

NOTES	ACTION
A. Outstanding construction claims and additional support costs indicate a potential cost increase which will require funds in excess of the current project contingency.	Caltrans is working with the contractors to resolve outstanding construction cost claims, and is in the process of submitting an update of the support budget.
B. A recent Bechtel check estimate for the demolition of the 1927 bridge and approach deck rehabilitation of the 1958 bridge indicates a potential cost increase. BATA, Bechtel, and Caltrans staffs have met to confer on the estimate. Caltrans has revised their estimate due to the complexity of the work and current market conditions. BATA will be requested to allocate funds to the project in December.	Bechtel will continue to evaluate and review the bid package to identify any further potential issues.

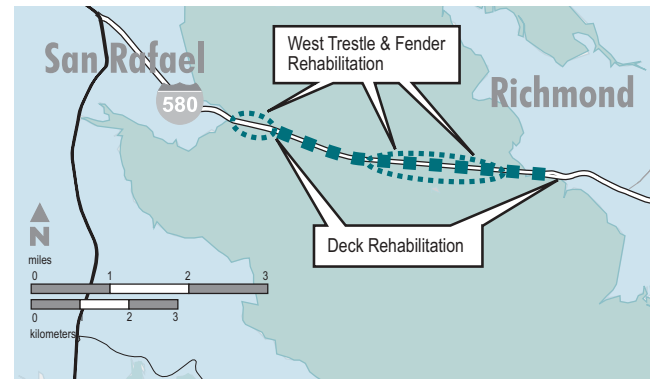
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



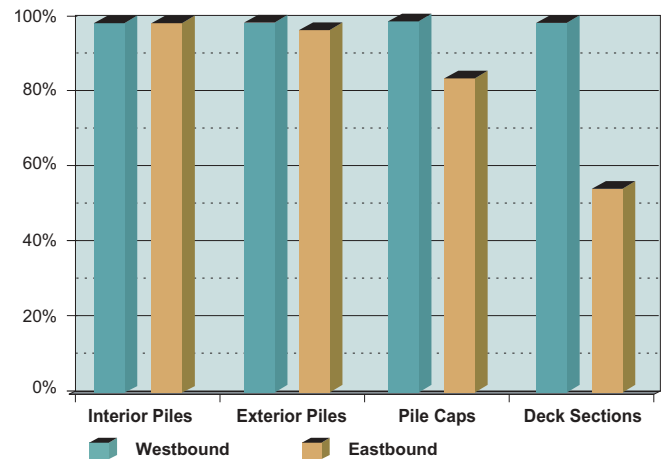
Project Photos



Replacement – Eastbound Trestle

Current Activities:

- The west trestle replacement consists of rebuilding the eastbound and westbound trestles near San Quentin. The trestles are parallel for most of their length and diverge to carry traffic onto or from the upper or lower deck of the main bridge. The westbound trestle, serving the upper deck, is 2,844 feet; the eastbound trestle, serving the lower deck, is 3,635 feet. The trestle replacement consists of installing interior and exterior piles at the mid-span of every other existing 50-foot deck section, installing precast pile caps under the existing superstructure on the new piles, and closing one trestle at a time at night to remove two of the existing 50-foot sections and replace them with one new 100-foot precast section.
- On the westbound trestle, all pre-cast deck sections have been installed and the exterior barrier rail is complete. On the eastbound trestle, demolition and exterior pile installation are complete to bent 36 of 37. Working west to east, thirty-two of 37 pile caps and twenty of 36 precast deck sections have been installed. Interior barrier rail installation is in progress on both trestles.
- In July, BATA approved a \$48.5 million request from Caltrans to accelerate repairs to various deck joints on the bridge via contract change order to the seismic retrofit contract. By performing the work under a change order, the work will be completed three years earlier than originally planned. 385 out of 696 deck joints have been repaired.



Trestle Progress

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Nov 2004)	Current Forecast (Nov 2004)	Variance	Expended to Date (7/98 - 10/04)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	57.2	57.2	0.0	26.3	A
Capital Outlay Support	5.4	2.3	2.3	0.0	1.0	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0	34.6	
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	94.1	94.1	0.0	61.9	
Deck Rehabilitation						
Capital Outlay Construction	33.0	16.9	16.9	0.0	0.0	A
Capital Outlay Support	9.0	4.0	4.0	0.0	0.5	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency	11.4	0.1	0.1	0.0		
Subtotal	53.4	25.0	25.0	0.0	0.5	
Project Total (a)	98.9	119.2	119.2	0.0	62.4	
(a) Totals may be rounded						

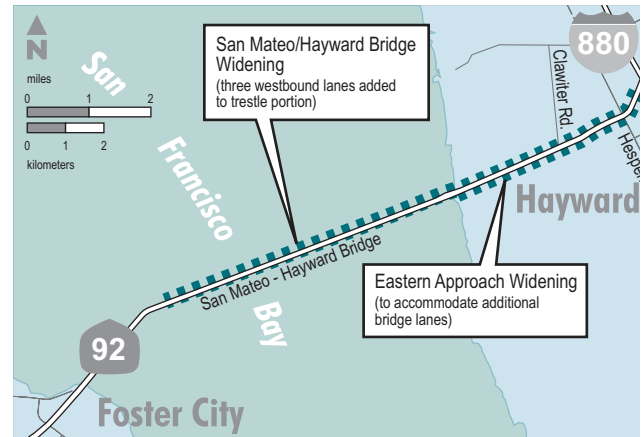
SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Nov 2004)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Feb 05	May 05	+3	A
Deck Rehabilitation	Sep 06	Jul 07	Jan 07	-7	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Scope of work and funds for the RM-1 and Rehab Programs have been consolidated between the seismic retrofit/trestle/fender/interim deck repairs/deck joint work and the deck overlay rehabilitation project.	None.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project completed the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



Project Construction Progress and Photos



Trestle Looking West



Mini Toll Plaza

Current Activities:

- On the bridge-widening contract, the new eastbound trestle opened to traffic on November 4, 2002. The reconstructed westbound trestle opened to traffic on January 18, 2003. Caltrans accepted the contract on March 6, 2003 and is in the process of closing the contract.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

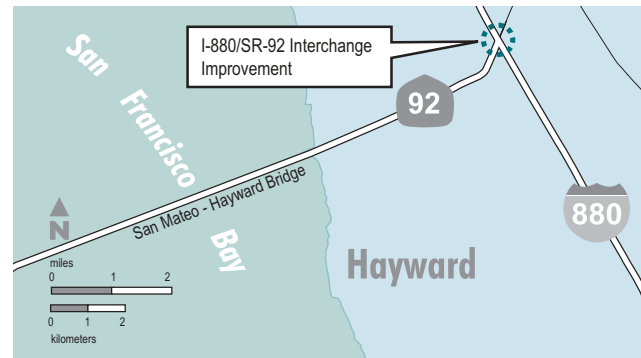
COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Nov 2004)	Current Forecast (Nov 2004)	Variance	Expended to Date (7/98 - 10/04)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	138.1	139.0	0.9	138.9	A
Widen Roadway	29.2	26.1	25.5	-0.6	25.5	
Construct Mini Toll Plaza	4.4	6.3	6.0	-0.3	6.0	
Other Budgeted Capital	8.9	8.6	5.5	-3.1	3.5	
Capital Outlay Support	15.5	34.4	34.3	-0.1	33.9	
Capital ROW	1.5	1.5	0.5	-1.0	0.5	
Project (BATA) Contingency	19.3	2.5	0.7	-1.9		A
Subtotal	203.6	217.5	211.5	-6.0	208.4	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.4	0.4	0.4	0.0	0.0	
Project Total (a)	204.0	217.9	211.9	-6.0	208.4	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Nov 2004)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	Complete
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	Complete
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	Complete
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	Complete
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Nov 02	Nov 02		Complete

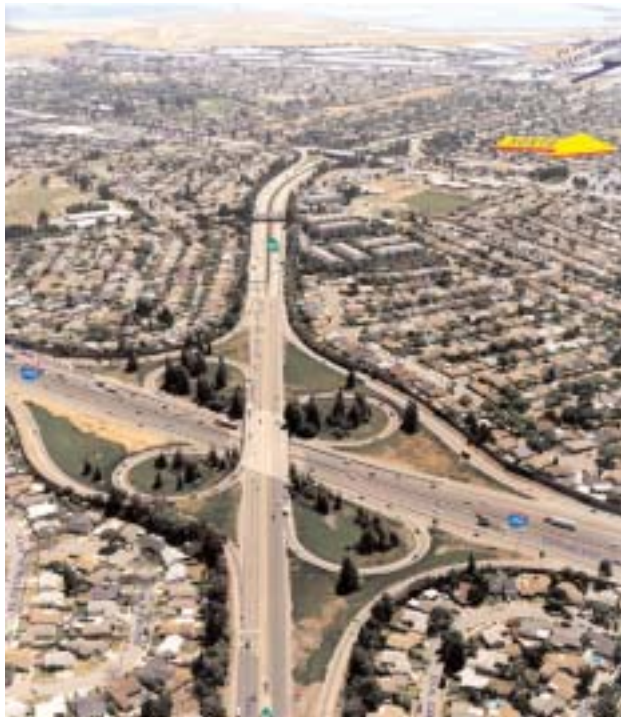
NOTES	ACTION
A. Final settlement of outstanding claims required utilization of project contingency.	Caltrans has concluded negotiations with the contractor to resolve outstanding claims.

I-880/SR-92 INTERCHANGE IMPROVEMENT

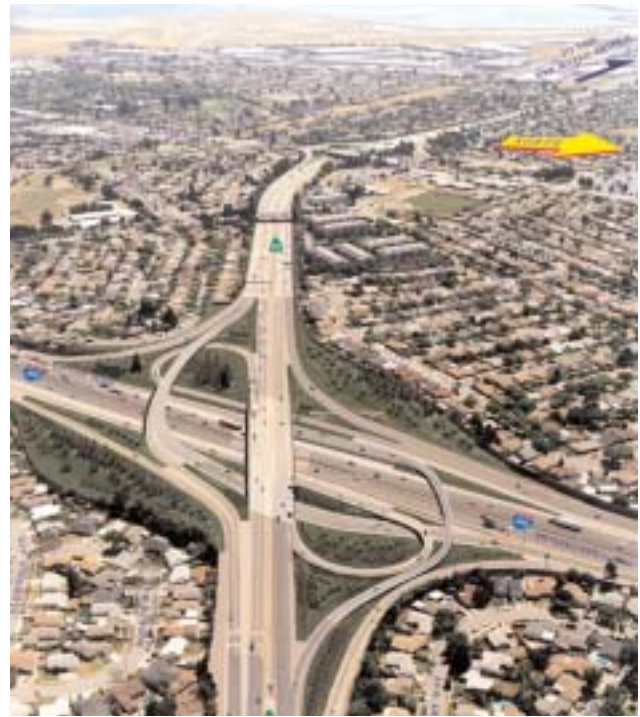
As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. The project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives has been considered and assessed as part of the environmental process.



Project Photos



Existing Interchange; looking west



Alternative H Interchange; looking west

Current Activities:

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) was prepared by FHWA and completed in July 2004.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E was achieved in April 2004. One hundred percent PS&E is forecast for January 2005.
- Right-of-way acquisition (ROW) has started.
- Construction is forecast to begin in the summer of 2006.
- Based on forecasted cost increases due to escalation and support, the status code for the project cost is "yellow." As the engineering design progresses, Bechtel will further review the cost estimates. The status code for the project schedule is "red" due to the delayed environmental approval for the project. BATA staff is reviewing the project schedule to determine means to accelerate the project.

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I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Nov 2004)	Current Forecast (Nov 2004)	Variance	Expended to Date (7/98 – 10/04)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	85.2	84.7	-0.5	0.0	A
Capital Outlay Support	20.8	23.9	35.1	11.2	20.7	A
Capital ROW	8.0	9.9	9.8	0.0	2.7	
Non-BATA Funding	0.0	9.6	9.6	0.0		
Project (BATA) Contingency	25.1	5.3	10.1	4.8		A
Project Total (a)	124.2	133.8	149.3	15.5	23.5	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Nov 2004)	Variance	Notes
Construction Contract Completion					
I-880/SR-92 Interchange Improvement	Dec 06	Aug 10	Aug 10	0	A
Project					
New Facility Open to Traffic	Dec 06	Jun 09	Aug 10	+14	A

NOTES	ACTION
A. Later than anticipated approval of the final environmental clearance documents has delayed project delivery by 14 months. The delay has also increased the project cost due to lengthened support involvement and escalation. The forecasted schedule has an aggressive right-of-way clearance schedule of 18 months to clear numerous parcels in the project area.	Bechtel is preparing a check estimate based on a Caltrans 65% engineering design and will be reviewing the project schedule to investigate options to expedite completion.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modified the U.S. Route 101/University Avenue interchange. This project was designed to alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widened the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The six-lane expressway section from the bridge to University Avenue is reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road is widened from four to six lanes.



Project Photos



Willow Avenue at Bayfront



Bayfront at University Avenue

Current Activities:

- The widened Bayfront Expressway (SR-84) officially opened to traffic on July 29, 2003. Caltrans accepted the contract on January 15, 2004.
- The follow-on environmental mitigation contract at the Ravenswood Triangle area is complete. The work involved wetland reconstruction and habitat restoration for the salt-water harvest mouse. Plant establishment will continue through April 2007.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Nov 2004)	Current Forecast (Nov 2004)	Variance	Expended to Date (7/98 - 10/04)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.5	26.5	0.0	24.7	
Capital Outlay Support	4.4	8.6	8.6	0.0	7.9	
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project Contingency (BATA)	3.3	0.8	0.8	0.0		
Subtotal	33.8	36.0	36.0	0.0	32.8	
Project Total (a)	37.6	39.8	39.8	0.0	36.5	
(a) Totals may be rounded						

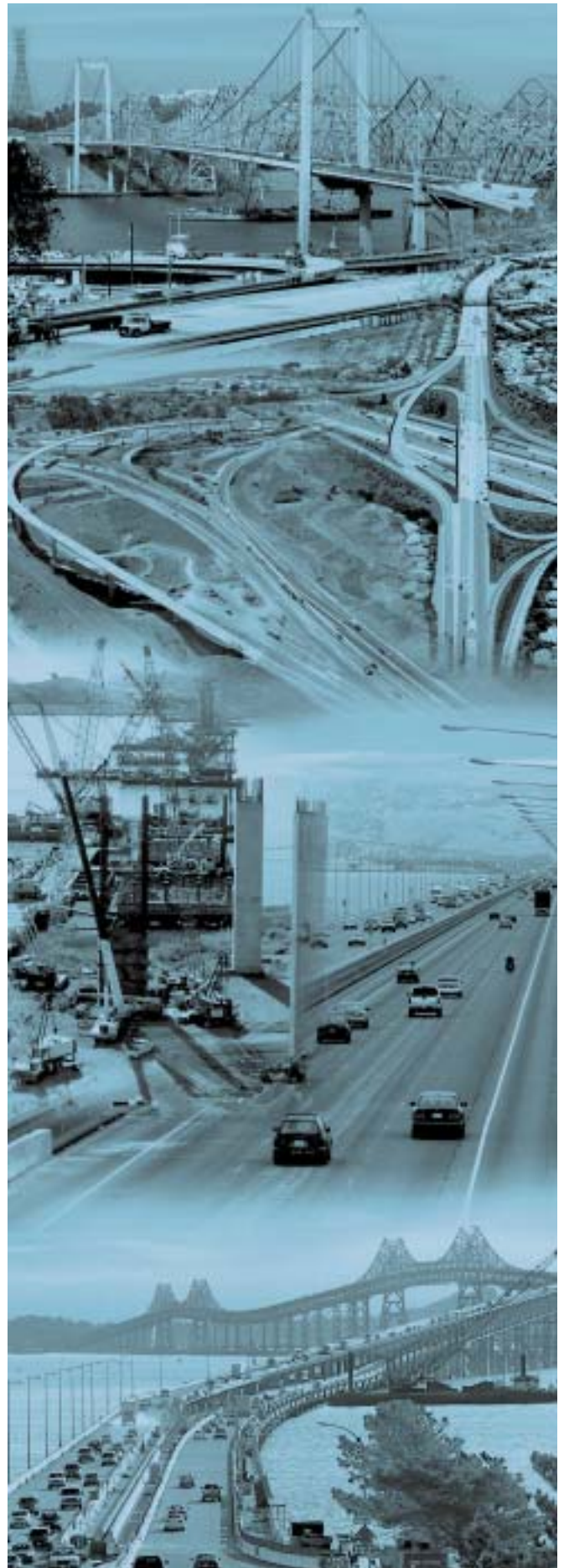
SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Nov 2004)	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	Complete
Bayfront Expressway (SR84) Widening	Mar 03	Jan 04	Jan 04	0	Complete
Project					
New Facility Open to Traffic	Mar 03	Jul 03	Jul 03	0	Complete
NOTES			ACTION		

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez Bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.
06/2003	Current Budget for the Bayfront Widening project revised by BATA.
05/2004	Current Budget for the Benicia-Martinez Bridge project revised by BATA.
07/2004	Current Budget for for Richmond-San Rafael Bridge project revised by BATA to reflect transfer of scope and funds from Rehab Program.

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**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR NOVEMBER 2004
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule (Days)
New Bridge 04-006034	118.0	Mission Control Plan Sheets – Hinge E details	C	0.0	
	118.1	Mission Control Plan Sheets – Pier Table & Ext Tendon Details	C	0.0	
	118.2	Mission Control Plan Sheets – Pier Table Details	C	0.0	
	121.0	Lightweight Concrete – Sand Material Implementation	C	13,749.0	
Subtotal				13.749.0	
Toll Plaza 04-006044	73.0	NOPC 20 Resolution – Touch-up Column Posts	C	0.7	
Subtotal				0.7	
MV/680 Interchange 04-006054	35.0	Install Sign Structure "D"	C	12.1	
	50.0	Chain Link Fence at Mococo OH Right EOD	C	28.4	
Subtotal				40.5	
680/780 Interchange 04-006064	69.0	Air Compressor	C	19.7	
	76.0	Protect Electrical Facility	C	25.0	
	82.0	Added Conduit at MSE 4	C	88.3	
Subtotal				133.0	
South Approach 04-006094		Contract is Complete			
Totals for November 2004				13,923.2	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)

S = Supplemental work

C = Construction contingency

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR NOVEMBER 2004
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014		Contract is complete			
Subtotal					
Crockett Interchange 04-013054	23.1	Additional Funds for Prime Soldier Piles	C	15.0	
	67.3	RW1 Utility Conflict/Wanda Street	C	15.0	
	67.4	TIA #13 – R1 Winter Shutdown	C	51.4	
	149.2	Additional Traffic Maintenance at Pomona	C	55.0	
	152.0	Telephone Service Point at Port/Wanda	C	46.2	
	168.1	Additional Overhead Sign Changes	C	98.0	
	170.0	Additional Mounted Signs	C	11.6	
	170.1	Additional Rail Mounted Signs	C	8.9	
Subtotal				301.1	
Maintenance Facility 04-013084		Contract is complete			
Subtotal					
Totals for November 2004				301.1	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

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APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries
(\$ Millions)

	EA Number	Baseline Budget Jun-00	Current Budget Nov-04	Current Forecast Nov-04	Net Change	Expended ¹ to Date (7/98 – 10/04)	Note
Northern Bridge Group							
<i>Project 2003 – New Benicia-Martinez Bridge</i>							
South Approach							
Capital Outlay Support	00609x	3.5	3.6	3.6	0.0	3.6	
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.2	
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.6	
Total South Approach		16.5	18.4	18.4	0.0	17.5	
New Bridge							
Capital Outlay Support	00603x	31.9	84.9	84.9	0.0	53.5	
Capital Right of Way	006039	4.1	8.4	8.4	0.0	1.0	
Capital Outlay	006034	247.3	644.9	644.9	0.0	405.8	
Non-BATA Funding		0.0	10.1	10.1	0.0	8.5	
Total New Bridge		283.3	748.4	748.4	0.0	468.8	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	11.9	11.9	0.0	11.7	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	24.3	24.3	0.0	15.8	
Total Toll Plaza & Admin.		29.1	36.2	36.2	0.0	27.5	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	18.2	18.2	0.0	16.9	
Capital Right of Way	006059	7.4	2.0	2.0	0.0	2.0	
Capital Outlay	006054	43.2	51.5	51.5	0.0	39.7	
Total I-680/MV I/C		61.4	71.7	71.7	0.0	58.5	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	24.8	24.8	0.0	22.6	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.6	
Capital Outlay	006064	80.8	54.7	57.0	2.3	43.9	
Non-BATA Funding		0.0	20.9	20.9	0.0	12.8	
Total I-680/I-780 I/C		101.2	102.2	104.4	2.3	80.8	

¹ Unaudited

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Nov-04	Current Forecast Nov-04	Net Change	Expended to Date (7/98 – 10/04)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	12.1	12.1	0.0	4.3	
Capital Right of Way		0.9	0.5	0.5	0.0	0.0	
Capital Outlay		28.1	30.5	30.5	0.0	2.2	
Total Other Budgeted Capital		36.1	43.1	43.1	0.0	6.5	
Total Capital Outlay Support		78.2	155.6	155.6	0.0	112.7	
Total Capital Right of Way		21.1	20.4	20.4	0.0	11.9	
Total Capital Outlay		428.2	813.0	815.2	2.3	513.9	
Non-BATA Funding		0.0	31.0	31.0	0.0	21.3	
Project Contingency (BATA)		58.4	37.8	35.6	-2.3		
Total New Benicia-Martinez Bridge		586.0	1,057.8	1,057.8	0.0	659.7	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge and North Approach							(b)
Capital Outlay Support	01301x	17.7	66.8	66.8	0.0	67.1	
Capital Right of Way	013019	3.0	3.0	3.4	0.4	3.3	
Capital Outlay	013014	213.7	251.7	251.7	0.0	250.6	
Total Replacement Bridge and North Approach		234.4	321.5	321.9	0.4	321.1	
South Approach and Interchange							(c)
Capital Outlay Support	01305x	22.7	31.5	31.5	0.0	31.4	
Capital Right of Way	013059	5.0	5.0	5.1	0.1	4.9	
Capital Outlay	013054	116.0	73.9	73.9	0.0	67.0	
Total South Approach & I/C		143.7	110.3	110.4	0.1	103.3	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	5.1	4.5	-0.6	4.4	
Capital Right of Way		1.6	1.6	1.6	0.0	1.5	
Capital Outlay		7.0	8.1	8.1	0.0	7.9	
Total Maintenance Facility Ph I & II		9.3	14.8	14.2	-0.6	13.8	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	9.0	16.0	7.0	4.7	
Capital Right of Way	013099	0.0	0.0	0.3	0.3	0.0	
Capital Outlay	013094	16.0	16.0	49.7	33.7	0.0	
Total Demo – 1927 Bridge		18.0	25.0	66.1	41.0	4.7	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060E*, 0060F*, 0060G*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Nov-04	Current Forecast Nov-04	Net Change	Expended to Date (7/98 – 10/04)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	1.8	2.2	0.4	1.3	
Capital Right of Way		0.0	0.0	0.1	0.1	0.0	
Capital Outlay		10.6	10.8	9.8	-1.0	6.4	
Total Other Budgeted Capital		11.2	12.7	12.1	-0.6	7.7	
Total Capital Outlay Support		43.7	114.2	121.1	6.9	109.0	
Total Capital Right of Way		9.6	9.6	10.5	0.9	9.8	
Total Capital Outlay		363.3	360.5	393.2	32.6	331.9	
Project (BATA) Contingency		16.5	1.9	3.5	1.6		
Total Carquinez Bridge		433.2	486.3	528.2	42.0	450.7	
Project 4003 - Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	2.3	2.3	0.0	1.0	(f)
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	57.2	57.2	0.0	26.3	
Non-BATA Funding		0.0	34.6	34.6	0.0	34.6	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – West Trestle and Fender Rehabilitation		45.4	94.1	94.1	0.0	61.9	
Project 4002 - Richmond-San Rafael Bridge – Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	4.0	4.0	0.0	0.5	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	16.9	16.9	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency		11.4	0.1	0.1	0.0		
Total R-SR Bridge – Deck Rehab		53.4	25.0	25.0	0.0	0.5	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	3.9	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	3.9	
Total Northern Bridge Group		1,123.9	1,669.1	1,711.1	42.0	1,176.6	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Nov-04	Current Forecast Nov-04	Net Change	Expended to Date (7/98 – 10/04)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	21.3	21.3	0.0	21.4	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	138.1	139.0	0.9	138.9	
Total Widen Trestle		132.7	159.4	160.3	0.9	160.3	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	6.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	25.5	-0.6	25.5	
Total Widen Roadway		34.5	32.0	31.4	-0.6	31.4	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	2.4	2.4	0.0	2.4	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.0	-0.3	6.0	
Total Mini Toll Plaza		6.1	8.6	8.4	-0.3	8.4	
Other Budgeted Capital							
Capital Outlay Support		1.6	4.7	4.7	0.0	4.2	(i)
Capital Right of Way		0.5	1.5	0.5	-1.0	0.5	
Capital Outlay		8.9	8.6	5.5	-3.1	3.5	
Total Other Budgeted Capital		11.0	14.8	10.7	-4.2	8.2	
Total Capital Outlay Support		15.5	34.4	34.3	0.0	33.9	
Total Capital Right of Way		1.5	1.5	0.5	-1.0	0.5	
Total Capital Outlay		167.3	179.1	176.0	-3.1	173.9	
Project (BATA) Contingency		19.3	2.5	0.7	-1.9		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	211.5	-6.0	208.4	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge West Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Nov-04	Current Forecast Nov-04	Net Change	Expended to Date (7/98 – 10/04)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	23.9	35.1	11.2	20.7	
Capital Right of Way	233179	8.0	9.9	9.8	0.0	2.7	
Capital Outlay	233174	70.3	85.2	84.7	-0.5	0.0	
Non-BATA Funding		0.0	9.6	9.6	0.0		
Project (BATA) Contingency		25.1	5.3	10.1	4.8		
Total I-880/SR-92 I/C Improvement		124.2	133.8	149.3	15.5	23.5	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Avenue		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	8.6	8.6	0.0	7.9	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.5	26.5	0.0	24.7	
Project (BATA) Contingency		3.3	0.8	0.8	0.0		
Total Bayfront Expressway (SR-84)		33.8	36.0	36.0	0.0	32.8	
Total Southern Bridge Group		365.7	391.4	400.9	9.5	268.4	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.

PHOTOS

Appendix D – Construction Photos



I-680/I-780 – Bent 19 (I-680) Rebar Installation



I-680/I-780 – Bent 18 (I-680) Column Construction



I-680/I-780 – Bent 20 (I-680) Construction



I-780 Westbound and I-680 Northbound Falsework/Formwork Construction



I-680/I-780 Interchange – Mass Earthwork



New Benicia Bridge – Pier 5 Traveler Erection

Appendix D – Construction Photos (cont'd)



New Benicia Bridge – Pier 13 Column Construction



New Benicia Bridge – Pier 16 Footing Ready to Lower



Benicia Marina Vista – Deck Forming



Benicia Marina Vista – First Lift of Lightweight Concrete



Benicia Toll Plaza – HVAC Duct Encasement

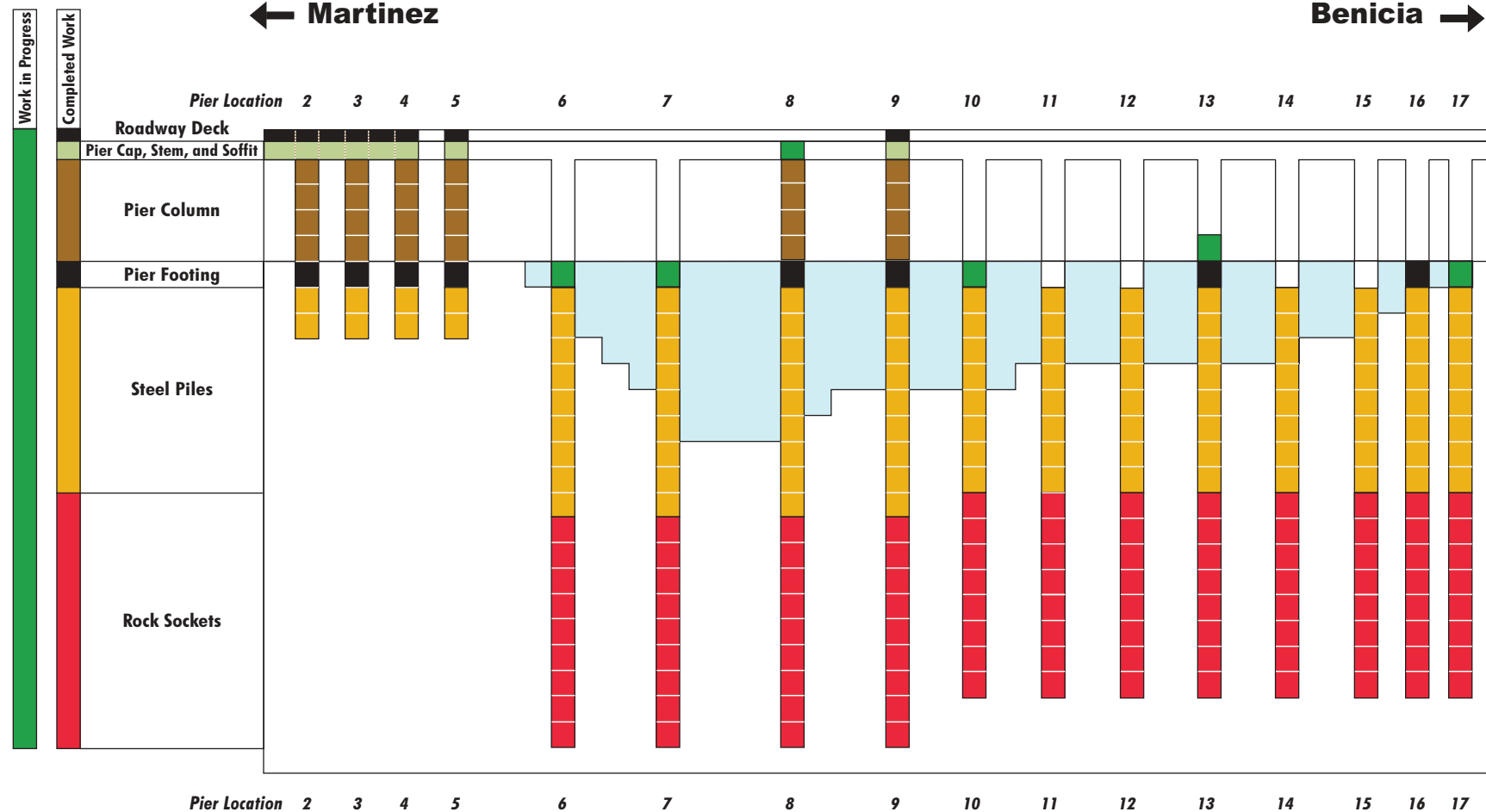


Benicia Mitigation Site

Appendix E – Construction Progress

**New Benicia-Martinez Bridge Progress Diagram
November 2004**

Legend



- Notes:**
1. Piers 6 through 17 are located in the water and have 8 to 9 piles and rock sockets each.
 2. In the water, all 99 piles have been driven to their required depth and all rock sockets have been installed.
 3. In the water, pier footings are installed for Piers 8, 9, and 13. The precast pier footing for Pier 10 is being constructed at Mare Island, the precast footing for Pier 7 is ready for installation.